

The Sydney Morning Herald

SYDNEY, THURSDAY, MARCH 24, 1932.

10 PAGES.

PRICE 2d.

No. 16,850.

Births.
PILLS - March 2, at her residence, New Canterbury-road, Tottenham, the wife of H. P. Pills, of a daughter.
JAMES - At her residence, 117 Glenmore-road, the wife of George James, of a daughter (stillborn).
FINCH - March 15, at her residence, Glenmore-road, Tottenham, the wife of W. C. Finch, of a daughter.
WILSON - February 17, at her residence, Colchester-road, Dublin, the wife of D. L. Wilson, resident engineer, of a son.

Deaths.
CALLAWAY - March 23, at his residence, Windsor-road, Tottenham, Richard Callaway, aged 57 years.
HARRISON - March 23, at the North Sydney College, North Sydney, Frank Harrison, aged 57 years.
JAMES - March 6, 1932, at his residence, 117 Glenmore-road, Tottenham, the wife of W. C. Finch, of a daughter.
FINCH - March 15, at her residence, Glenmore-road, Tottenham, the wife of W. C. Finch, of a daughter.
WILSON - February 17, at her residence, Colchester-road, Dublin, the wife of D. L. Wilson, resident engineer, of a son.

In Memoriam.
BAGOT - In fond and loving remembrance of our dear father, George Bagot, who died at his late residence, 117 Glenmore-road, Tottenham, on the 23rd March, 1932, aged 57 years. His funeral took place on the 24th March, 1932, at 11 o'clock, from his late residence, 117 Glenmore-road, Tottenham, to the cemetery, Tottenham, at 11 o'clock. His funeral was attended by his wife and family.

GO TO T. J. GRAHAM AND CO.,
71, Market Street, Sydney.
FOR WEATHER, HARBOR, AND TIDE INFORMATION.
FIFTY THOUSAND BILLS FOR IMMEDIATE PAYMENT.
THE AUSTRALIAN BANKING CORPORATION, Limited, has issued fifty thousand bills for immediate payment, each of £10, in denominations of £10, £5, and £2. These bills are payable on demand, and are subject to the provisions of the Bills of Exchange Act, 1908.

PEACE
The Royal Flying Corps, and the Royal Air Force, have been ordered to maintain peace in the air. This order was issued by the War Office, and is intended to prevent any further acts of aerial warfare.

WINE FLOWER STANDS FOR FISH.
The Fish Market, Sydney, has been ordered to maintain peace in the air. This order was issued by the War Office, and is intended to prevent any further acts of aerial warfare.

Shipping.
The following Royal Mail Steamships are scheduled to depart from Sydney on the 24th March, 1932:
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.

Shipping.
The following Royal Mail Steamships are scheduled to arrive at Sydney on the 24th March, 1932:
CANTERBURY PARK (from London and Hong Kong) - Arrival 10.0 a.m.
CANTERBURY PARK (from London and Hong Kong) - Arrival 10.0 a.m.

Shipping.
The following Royal Mail Steamships are scheduled to depart from Sydney on the 25th March, 1932:
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.

Shipping.
The following Royal Mail Steamships are scheduled to arrive at Sydney on the 25th March, 1932:
CANTERBURY PARK (from London and Hong Kong) - Arrival 10.0 a.m.
CANTERBURY PARK (from London and Hong Kong) - Arrival 10.0 a.m.

Shipping.
The following Royal Mail Steamships are scheduled to depart from Sydney on the 26th March, 1932:
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.

Shipping.
The following Royal Mail Steamships are scheduled to arrive at Sydney on the 26th March, 1932:
CANTERBURY PARK (from London and Hong Kong) - Arrival 10.0 a.m.
CANTERBURY PARK (from London and Hong Kong) - Arrival 10.0 a.m.

Shipping.
The following Royal Mail Steamships are scheduled to depart from Sydney on the 27th March, 1932:
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.

Shipping.
The following Royal Mail Steamships are scheduled to arrive at Sydney on the 27th March, 1932:
CANTERBURY PARK (from London and Hong Kong) - Arrival 10.0 a.m.
CANTERBURY PARK (from London and Hong Kong) - Arrival 10.0 a.m.

Shipping.
The following Royal Mail Steamships are scheduled to depart from Sydney on the 28th March, 1932:
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.

Shipping.
The following Royal Mail Steamships are scheduled to arrive at Sydney on the 28th March, 1932:
CANTERBURY PARK (from London and Hong Kong) - Arrival 10.0 a.m.
CANTERBURY PARK (from London and Hong Kong) - Arrival 10.0 a.m.

CANTERBURY PARK (to London and Hong Kong)
Departure 10.0 a.m.
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.

CANTERBURY PARK (to London and Hong Kong)
Departure 10.0 a.m.
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.

CANTERBURY PARK (to London and Hong Kong)
Departure 10.0 a.m.
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.

CANTERBURY PARK (to London and Hong Kong)
Departure 10.0 a.m.
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.

CANTERBURY PARK (to London and Hong Kong)
Departure 10.0 a.m.
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.

CANTERBURY PARK (to London and Hong Kong)
Departure 10.0 a.m.
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.

CANTERBURY PARK (to London and Hong Kong)
Departure 10.0 a.m.
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.

CANTERBURY PARK (to London and Hong Kong)
Departure 10.0 a.m.
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.

CANTERBURY PARK (to London and Hong Kong)
Departure 10.0 a.m.
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.

CANTERBURY PARK (to London and Hong Kong)
Departure 10.0 a.m.
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.

CANTERBURY PARK (to London and Hong Kong)
Departure 10.0 a.m.
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.

CANTERBURY PARK (to London and Hong Kong)
Departure 10.0 a.m.
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.

CANTERBURY PARK (to London and Hong Kong)
Departure 10.0 a.m.
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.

CANTERBURY PARK (to London and Hong Kong)
Departure 10.0 a.m.
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.

CANTERBURY PARK (to London and Hong Kong)
Departure 10.0 a.m.
CANTERBURY PARK (to London and Hong Kong) - Departure 10.0 a.m.

ROYAL INSURANCE COMPANY.
The largest fire office in the world, and distinguished for moderate rates, prompt payment, and reliability.
The following statement shows the financial position of the Company at the end of the year 1931:
Capital Paid Up £1,000,000
Reserve Funds and Balances £1,000,000
Total Assets £2,000,000
Not Fire Premiums for the year 1931 £1,000,000

ROYAL INSURANCE COMPANY.
The largest fire office in the world, and distinguished for moderate rates, prompt payment, and reliability.
The following statement shows the financial position of the Company at the end of the year 1931:
Capital Paid Up £1,000,000
Reserve Funds and Balances £1,000,000
Total Assets £2,000,000
Not Fire Premiums for the year 1931 £1,000,000

ROYAL INSURANCE COMPANY.
The largest fire office in the world, and distinguished for moderate rates, prompt payment, and reliability.
The following statement shows the financial position of the Company at the end of the year 1931:
Capital Paid Up £1,000,000
Reserve Funds and Balances £1,000,000
Total Assets £2,000,000
Not Fire Premiums for the year 1931 £1,000,000

ROYAL INSURANCE COMPANY.
The largest fire office in the world, and distinguished for moderate rates, prompt payment, and reliability.
The following statement shows the financial position of the Company at the end of the year 1931:
Capital Paid Up £1,000,000
Reserve Funds and Balances £1,000,000
Total Assets £2,000,000
Not Fire Premiums for the year 1931 £1,000,000

ROYAL INSURANCE COMPANY.
The largest fire office in the world, and distinguished for moderate rates, prompt payment, and reliability.
The following statement shows the financial position of the Company at the end of the year 1931:
Capital Paid Up £1,000,000
Reserve Funds and Balances £1,000,000
Total Assets £2,000,000
Not Fire Premiums for the year 1931 £1,000,000

ROYAL INSURANCE COMPANY.
The largest fire office in the world, and distinguished for moderate rates, prompt payment, and reliability.
The following statement shows the financial position of the Company at the end of the year 1931:
Capital Paid Up £1,000,000
Reserve Funds and Balances £1,000,000
Total Assets £2,000,000
Not Fire Premiums for the year 1931 £1,000,000

ROYAL INSURANCE COMPANY.
The largest fire office in the world, and distinguished for moderate rates, prompt payment, and reliability.
The following statement shows the financial position of the Company at the end of the year 1931:
Capital Paid Up £1,000,000
Reserve Funds and Balances £1,000,000
Total Assets £2,000,000
Not Fire Premiums for the year 1931 £1,000,000

ROYAL INSURANCE COMPANY.
The largest fire office in the world, and distinguished for moderate rates, prompt payment, and reliability.
The following statement shows the financial position of the Company at the end of the year 1931:
Capital Paid Up £1,000,000
Reserve Funds and Balances £1,000,000
Total Assets £2,000,000
Not Fire Premiums for the year 1931 £1,000,000

ROYAL INSURANCE COMPANY.
The largest fire office in the world, and distinguished for moderate rates, prompt payment, and reliability.
The following statement shows the financial position of the Company at the end of the year 1931:
Capital Paid Up £1,000,000
Reserve Funds and Balances £1,000,000
Total Assets £2,000,000
Not Fire Premiums for the year 1931 £1,000,000

ROYAL INSURANCE COMPANY.
The largest fire office in the world, and distinguished for moderate rates, prompt payment, and reliability.
The following statement shows the financial position of the Company at the end of the year 1931:
Capital Paid Up £1,000,000
Reserve Funds and Balances £1,000,000
Total Assets £2,000,000
Not Fire Premiums for the year 1931 £1,000,000

ROYAL INSURANCE COMPANY.
The largest fire office in the world, and distinguished for moderate rates, prompt payment, and reliability.
The following statement shows the financial position of the Company at the end of the year 1931:
Capital Paid Up £1,000,000
Reserve Funds and Balances £1,000,000
Total Assets £2,000,000
Not Fire Premiums for the year 1931 £1,000,000

ROYAL INSURANCE COMPANY.
The largest fire office in the world, and distinguished for moderate rates, prompt payment, and reliability.
The following statement shows the financial position of the Company at the end of the year 1931:
Capital Paid Up £1,000,000
Reserve Funds and Balances £1,000,000
Total Assets £2,000,000
Not Fire Premiums for the year 1931 £1,000,000

ROYAL INSURANCE COMPANY.
The largest fire office in the world, and distinguished for moderate rates, prompt payment, and reliability.
The following statement shows the financial position of the Company at the end of the year 1931:
Capital Paid Up £1,000,000
Reserve Funds and Balances £1,000,000
Total Assets £2,000,000
Not Fire Premiums for the year 1931 £1,000,000

ROYAL INSURANCE COMPANY.
The largest fire office in the world, and distinguished for moderate rates, prompt payment, and reliability.
The following statement shows the financial position of the Company at the end of the year 1931:
Capital Paid Up £1,000,000
Reserve Funds and Balances £1,000,000
Total Assets £2,000,000
Not Fire Premiums for the year 1931 £1,000,000

ROYAL INSURANCE COMPANY.
The largest fire office in the world, and distinguished for moderate rates, prompt payment, and reliability.
The following statement shows the financial position of the Company at the end of the year 1931:
Capital Paid Up £1,000,000
Reserve Funds and Balances £1,000,000
Total Assets £2,000,000
Not Fire Premiums for the year 1931 £1,000,000

TURNER AND HENDERSON, PRINTERS.
LITHOGRAPHERS.
ACCOUNT BOOK MAKERS.
MANUFACTURING STATIONERS.
with machinery and power to complete the most urgent demands at REASONABLE RATES.

TURNER AND HENDERSON, PRINTERS.
LITHOGRAPHERS.
ACCOUNT BOOK MAKERS.
MANUFACTURING STATIONERS.
with machinery and power to complete the most urgent demands at REASONABLE RATES.

TURNER AND HENDERSON, PRINTERS.
LITHOGRAPHERS.
ACCOUNT BOOK MAKERS.
MANUFACTURING STATIONERS.
with machinery and power to complete the most urgent demands at REASONABLE RATES.

TURNER AND HENDERSON, PRINTERS.
LITHOGRAPHERS.
ACCOUNT BOOK MAKERS.
MANUFACTURING STATIONERS.
with machinery and power to complete the most urgent demands at REASONABLE RATES.

TURNER AND HENDERSON, PRINTERS.
LITHOGRAPHERS.
ACCOUNT BOOK MAKERS.
MANUFACTURING STATIONERS.
with machinery and power to complete the most urgent demands at REASONABLE RATES.

TURNER AND HENDERSON, PRINTERS.
LITHOGRAPHERS.
ACCOUNT BOOK MAKERS.
MANUFACTURING STATIONERS.
with machinery and power to complete the most urgent demands at REASONABLE RATES.

TURNER AND HENDERSON, PRINTERS.
LITHOGRAPHERS.
ACCOUNT BOOK MAKERS.
MANUFACTURING STATIONERS.
with machinery and power to complete the most urgent demands at REASONABLE RATES.

TURNER AND HENDERSON, PRINTERS.
LITHOGRAPHERS.
ACCOUNT BOOK MAKERS.
MANUFACTURING STATIONERS.
with machinery and power to complete the most urgent demands at REASONABLE RATES.

TURNER AND HENDERSON, PRINTERS.
LITHOGRAPHERS.
ACCOUNT BOOK MAKERS.
MANUFACTURING STATIONERS.
with machinery and power to complete the most urgent demands at REASONABLE RATES.

TURNER AND HENDERSON, PRINTERS.
LITHOGRAPHERS.
ACCOUNT BOOK MAKERS.
MANUFACTURING STATIONERS.
with machinery and power to complete the most urgent demands at REASONABLE RATES.

TURNER AND HENDERSON, PRINTERS.
LITHOGRAPHERS.
ACCOUNT BOOK MAKERS.
MANUFACTURING STATIONERS.
with machinery and power to complete the most urgent demands at REASONABLE RATES.

TURNER AND HENDERSON, PRINTERS.
LITHOGRAPHERS.
ACCOUNT BOOK MAKERS.
MANUFACTURING STATIONERS.
with machinery and power to complete the most urgent demands at REASONABLE RATES.

TURNER AND HENDERSON, PRINTERS.
LITHOGRAPHERS.
ACCOUNT BOOK MAKERS.
MANUFACTURING STATIONERS.
with machinery and power to complete the most urgent demands at REASONABLE RATES.

TURNER AND HENDERSON, PRINTERS.
LITHOGRAPHERS.
ACCOUNT BOOK MAKERS.
MANUFACTURING STATIONERS.
with machinery and power to complete the most urgent demands at REASONABLE RATES.

TURNER AND HENDERSON, PRINTERS.
LITHOGRAPHERS.
ACCOUNT BOOK MAKERS.
MANUFACTURING STATIONERS.
with machinery and power to complete the most urgent demands at REASONABLE RATES.

D.
above,
Dwain
-cated,

from
York
George
the
to traf-
of the
of the
most
while
in a
ing
minat-
if the
reduced
it grow-
to have
not be
to in
in
take?
be home
or inter-
satisfac-
to have
denison
approp-
ation,
direct
From
he pre-
inter-
in proc-
in cap-
se. In
at am-
com-
York,
in ship,
is disas-
no run-
a level,
long
g, long-
ator, to
are the
om com-
as equity
Argo-
United
should
rather
sevent
Western
er, lack
n, trans-
tinnies
on two
traffic
n, and
vement
much
before
tion
ed as
place of
to do

atters of
enter-
d to be
at the
before
nite.

RITH.

D.
"has
excesses,"
but may
pran-
and in-
table
H. N."
have in
to ac-
ration of
be no
in the
and
ish and
apside,
for it
ore to
thous-
and no
fact,
to de-
to such
of the
donors
own
DTI.

QUEEN.

D.
of your
country
ould be
altering
ite, and
use will
with the
is this
refuse to
between
y for.

LAX.

D.
The 2nd
is the
ould be
" or
Furni-
ted by
r. Her
eyday
cheque
ailed for
person
married
all the
delect-
anted to
would
need
double
degrat-
ations a
to the
ally,
at their
over
only for

EIL.

D.
ry cry
m. As
use the
to the
mainly
House,
ences in
th they
or next
we see
country
to serv-
nothing
yellow
ay be
indeed
riages.
it it is
ommon
country.
ver can
shuts
builders
appear
municipal
ry of a
ried for
to try
rel re-
or, the
use the
audition
manling
mise of
sh sh has

G. G.

"Mil-
ite that
er will
he \$12
so that
e you
able to
and the
means
it our-
use us"

REL.

In good
men men

parties concerned, and not at the cost of the

Government. Objection was also taken that the Government would have no control over them:

be designated "Melbourne wool" is not apparent, unless from its being the vehicle best fitted for disseminating typhoid, the endemic with which the sister metropolis has been harassed. A more effective means of spreading sickness to people than this refuse from the dunny—fæd, decomposed, and full of filthy animal-life—one can hardly imagine; and it speaks very little for the paternal care that is supposed to be exercised for the government and protection of the people that the health of the city, the health and safety of others should be tolerated. Popular as local industries ought to be with every right-minded colonist, it will be difficult to

The Intercolonial Postal Conference, which for a week had been holding its sittings at Hobart, has brought its proceedings to a close.

been made over and over again during the past few months, members have ceased to attach much weight to the matter, but it was just as well that it should be repeated *enuncie* more, so as to hold out to *every* legislators some slight hope of relief. Reference was made to the select committee appointed to inquire into Mr. Black's and *various* other *pinor* matters.

zone system of time notation, the toll exacted on Australasian mails in transit through France and Italy, and the other matters which were brought before the conference. The revised list of international telegraph charges has been adopted, but the delegates were not in accord with regard to tariffs, considering that these did not properly come within the scope of an international conference, and were better regulated by each country. The proposed reduction on intercolonial money orders was also adopted, the reform to

come into operation on the 1st of April. The acceptance of the resolution in favour of uniformity of action in dealing with letters in connection with racing sweeps we have already referred to; and now what

remains for us is to have, by legislation or otherwise, the decision of the Conference carried into effect on lines similar to those adopted in Victoria. The somewhat vexed question of postage on newspapers was dealt with by a resolution that it should be uniform throughout Australasia.

but this rather vague decision does not appear to give much definiteness or finality to the solution of the question. Touching the detention of mail steamers at Adelaide, it was resolved that the subsidised steamers should be allowed to discharge cargo as usual, but that they may not be allowed to deliver passengers in a bluff, if less learned study, denounced any form of pensioning. Mr. Ewing, whose social economic views always command attention, taught his audience that while there might be some ground on the highest socialistic grounds, pensions were not only justifiable but necessary. Mr. Allen grew excited about the matter, and proposed to place a pensioner in the dock, and to pay him a large salary and pension. That is to say, he does not admit that the special talent of the highly-trained lawyer entitles

on the separate colonies in the administration of their local services. This was no doubt a correct interpretation of the limits of action of an intercolonial conference. The satisfaction of the problem has given in the colonies in which it is in operation should lead the Governments to consider whether it should not be universally accepted. In opposing the proposal our Postmaster-General argued that the permission to work for the colonies of all others because of the payment of a double rate gave an undue advantage to the wealthy. There is, of course, a show of reason in this, but

there is many a poor man who would not feel it a very extravagant exaction, if enabled by the payment of an extra shilling to the insurance, that his money—possibly one involving his gravest interests—would, of right and not of favour, reach the hands for which it was intended at the earliest possible moment. The objection is only a sentimental one, and is not likely to be raised in England, or New Zealand, where the system has been long in operation to the great convenience and satisfaction of the people. Such is the sum of results of the late conference, which, though not so important as

may have been expected, enthusiastic and appreciable reforms.

When the Legislative Council met yesterday afternoon notice was given by Mr. R. E. O'Connor that he would on the following day move that it be, during this session, the House should meet on alternate days, and that on the days when it was only by working on these two extra days that there could be any hope of bringing the session to an early close. In reply to Mr. Davies, an intimation was given by Mr. R. E. O'Connor that the Government had decided that an inquiry should be made into the charges made against the Chief Commissioner of Railways; but the particular tribunal to be appointed was not then determined upon. The Trades' Disputes' Commission and Arbitration Bill was further con-

siderable. After a little discussion the clause was negatived, and the committee took up clause 5, which provided for the appointment, in case of emergency, of District Court Judges to act temporarily on the Supreme Court bench. The motion also enabled the Government to appoint members of the House of Representatives standing to act as Supreme Court Judges, and it was this provision which aroused the most discussion. Mr. Reid proposed to omit it altogether, pointing out that it was not desirable to make the Ministers in practice as temporary Supreme Court Judges. The better plan, he thought, would be to draw upon the District Court Bench, and, if necessary, to appoint District Court Judges to make up any vacancies.

The leader of the Opposition contended himself

sidered in committee. An amendment moved by Mr. Webb, that the whole colony should be provided with a system of industrial districts, for the purpose of the Act, led to a long debate. The object of the amendment was to establish only one industrial district to be served by one Council, and to insist on stopping the Government power to cause the colony to be divided into industrial districts, not exceeding five in number. The amendment was supported on the ground of economy, it being urged by several speakers that the Government would be more economical than five boards in various parts of the country. Nearly all the important trade disputes took place in Sydney and Melbourne, and it looked as if the Government would create Government departments, but a difficult thing to get rid of. On the other hand, it

was contended that the cry of economy was really only raised to get rid of the wind-mill. The members of the council should be paid by fees; but it was pointed out that if only one council was appointed to travel about the country, the whole of the business which the council would take up, and which it might, under these circumstances, be necessary to pay their salaries. Incidentally the question of the payment of salaries was brought up by Mr. R. H. O'Connor and that he would agree to an amendment that witnesses should not be paid by the Government for attendance. A proposal made by Mr. Simpson, that the Bill should be supported by the Government with considerable support; and it was hinted that if this were adopted members might be more inclined to accept it without alteration. The

Two main points of interest cropped up when the House came to define what "workmen" were. The bill used the term "employers" and "workmen"; but on the suggestion of Mr. R. H. C. Connor it was changed to "employers" and "workmen," as being more comprehensive and extending the scope of the bill. The formation of the councils of certification on the recommendation of employers and workmen representing the employers and employed was questioned, and doubt was expressed whether the organizations of the employers were sufficiently registered as trade unions; but this objection was easily met.

An attempt was made by Mr. Dangar to alter the mode of electing the special council, and in the discussion

which followed several minutes' silence. The
 clause should be omitted altogether. The
 chief reason advanced was that small or local
 disputes ought to be settled at the expense of the
 State, and not administered by the Government.
 estimates in a manner pleasing to the
 retrenchers, therefore it could not be trusted to
 administer a small vote of this kind. The feeling

National Library of Australia

http

<http://nla.gov.au/nla.news>

s-page1376136

TO-DAY.

12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847,

[illegible][illegible][illegible][illegible]

...town at 130
 ...Woolwich
 ...at York-
 ...COTTAGE.
 ...very com-
 ...Apply to No. 7
 ...ash-house, copper,
 ...chamber,
 ...and Dredging, 120
 ...march-st.
 ...at 42 Market-street,
 ...houses, with back-
 ...road.
 ...city of May next,
 ...by water-cour-
 ...Professor Thwaites,
 ...ground next to
 ...Second FLOOR,
 ...car, or tailor's esta-
 ...low line. Apply on
 ...COTTAGE, with 4
 ...-street, of Flap-
 ...Family Heedness

[illegible][illegible]

such insertion.
cannot be inserted in
name and address of
inserted unless certi-
or Registrar.
primary in connection
been sent for publica-
retable persons.

JOHN FAIRMAN and
ing Herald, 1716 and
1908.